



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

IMPROVED PUBLIC HIGHWAYS

BY JAMES M. COX,
Governor of Ohio.

The subject of improved roads is about as old as the race itself. Our earliest forefathers found it expedient to build trails through the forests and to improve them from time to time. Ever since those early days each succeeding generation has found it more and more important to construct better avenues of travel.

The improved highway of today, however, answers an entirely different purpose from the improved roads of other days. Then it was purely a military expediency; today it is a "bread-and-butter" proposition.

Our friends from other states refer to the fact that Ohio seems to have "the good-roads fever." If the desire for better roads is a fever, or disease, well and good. We can assure our friends the ailment will not be cured until we have in this state a perfected highway wherever the course of commerce demands it; and since Ohio is so thickly populated, practically every road in the state is such a commercial highway.

Ohio is not behind other states at this time in the matter of road improvement; indeed, she compares very favorably with most of the states of the Union, and leads many of them. But, like other states, Ohio is far behind the needs in road improvement, and it is our purpose now to bring her to the front as rapidly as possible. This is to be done by paving with brick or concrete many of our more prominent roads, and by macadamizing and using gravel upon the remainder. We have provided a special levy for road improvement, which guarantees us ample funds for the present.

We propose purchasing a tract of land upon which is located shale and coal, and building thereon a sort of branch penitentiary, at which may be employed from 400 to 500 convicts in brick making. These bricks will be sold at cost to the various counties. Other convicts who can be trusted upon their honor will be given the task of building the roads.

These facts are mentioned simply to show what is contemplated in the way of road building in this state. There has never been a

period in our history when so many of our citizens were interested in the subject. This is in part due, of course, to the tremendous number of automobiles now in use. By the end of the year we shall have practically 100,000 motor driven vehicles upon our roads and highways. But all of this interest is in no sense due to the adoption of motor vehicles. It is due to a gradual awakening on the part of the people to the fact that bad roads cost more than good ones. Our farmers are coming to be business men in every sense of the word. They are capable of figuring upon the cost of transportation. They therefore readily see the financial advantage of having improved highways.

As governor of the state, I am using every endeavor to encourage improved public roads. I believe in promoting means of communication that will lower the cost of living and at the same time make life all the more desirable in rural communities. There is a direct connection between the cost of living and the desirability of living in the country; that is to say, the more pleasant we can make life in the rural communities the greater number of people will remain in such communities, and, therefore, the greater the production upon the farms. So that, summed up, it may be stated that Ohio is endeavoring to solve the high cost of living by building improved highways.